



THE *Alpine*
MARQUE

The Magazine of the SAOCA



SUMMER 2004
ISSUE 10

The SUNBEAM INVASION IV

~~11-13 June 2004
Dayton, Ohio~~

NEW DATE!
July 30 - August 1

Banquet at the
United States Air Force Museum



Road Rally
Parts
Banquet
at
The Birthplace
of
Aviation
Dayton Ohio

We welcome all SUNBEAM enthusiasts. The Sunbeam Motor Company, Ltd., made Aircraft & Aircraft Engines, Automobiles & Motorcycles. We will be honoring owners of all Sunbeam vehicles in Dayton Ohio, during July 30-Aug 1 2004. The banquet will be held INSIDE the AF Museum just for us on Saturday night, July 31. You will have roughly 2 hours to view the displays, then followed by a 2 hour banquet. Registration & banquet fees & hotel reservations will be announced soon.



Sunbeam Alpine 1962



Sunbeam 1903



Sponsored by the
SUNBEAM ALPINE OWNER'S CLUB OF AMERICA (SAOCA)

For information regarding Invasion IV:
Jan Servaites (937) 299-8303
Ian Spencer (937) 395-0095

SEE INVASION DETAILS ON PAGE 32.

CONTENTS

• Officer Reports	Page 4
• Member Profile - Ian Spencer	Page 7
• Harrington 101	Page 10
• Racing Alpine History	Page 23
• New Members	Page 28
• Member Profile - Jerry Logan	Page 29
• Member Profile - Buell Ish	Page 33

Cover: Jerry Logan's amazing Moonstone Harrington LeMans.

Back: Steve Kirk sneaks a peek at the Sebring Harrington Alpine.

SAOCA Club Officers

Ian Spencer - President
Mike Phillips - Vice President
Scott Christie - Secretary & Registry
Andrew McGraw - Treasurer
Steve Silverstein - Racing Historian

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Officer Reports

President - Ian Spencer



I can't believe it's already Summer and Invasion IV is just around the bend. I'm looking forward to a great event this summer and can't wait to see all my friends at the incredible United States Air Force Museum.

I need to ask everyone to take some time and write a story about why they love their Alpine, how they found their Alpine or the labor of love you went through to restore you Alpine. Just try to use past examples as guide lines, or call me if you need help. Try to take some good pictures to go along with there story too. I will use these stories in future issues of *The Alpine Marque*. Remember... this is your magazine, so please contribute.

I hope you enjoy this all Harrington issue.

Ian Spencer

A rectangular advertisement with a dark background. At the top, the text "Pro Prep Enterprises" is written in a large, bold, italicized font. Below it, in a smaller font, are the words "Sunbeam Fitments", "Interiors & Racing Supplies". The central image is a white vintage open-cockpit race car with two dark racing stripes running down the center of the hood and roof. The number "70" and the letters "FP" are visible on the side of the car. At the bottom of the ad, the text reads "Martha & Carl Christiansen, Owners", "P.O. Box 3716 • Incline Village, NV 89451", and the phone number "775-833-2424".

INTERIORS & RACING SUPPLIES

Martha & Carl Christiansen
P.O. Box 3716

Incline Village, NV 89451
775-833-2424

Secretary - Scott Christie



With Invasion IV now just around the corner we continue to worry over the little details, hoping everything has been accounted for. Weather permitting we will have yet another fantastic get-together. I truly believe our casual, relaxed approach is the way to go. This year's rally will be a real test of driver's skill and eyesight. Be prepared for a wonderful afternoon drive through picturesque farmland with challenging clues all along the way. This will be like no other rally at previous Invasions.

If you are aware of other non-Alpine, but Rootes Group-related vehicles in your area, why not encourage that person to bring their car to the Invasion? I'd love to see a Humber or two, or perhaps a few Rapiers and Imps thrown in for good measure. Let them know they are welcome, and if you own one of these, find another driver and bring both cars!

I've come to the conclusion that I want to sell my Series 3 GT project. I've been bitten by a car bug of a different sort and will explain more later. In the meantime, if you're interested in purchasing a rust-free, completely dipped GT body with all panels, loads of NOS and nice used parts, rebuilt front end and rear, etc. give me a call or shoot me an email. For convenience sake I can deliver all the parts to the Invasion so you can take them home. The body is currently being prepped at Doug Jennings' place of business and will be on view during the Invasion. So bring your cash and let's deal.

Get your cars running, get out the maps, and make your final plans for attending this year's Invasion – you'll be glad you did.

Cheers,

Scott Christie

V.P. Mike Phillips



Time goes by so quickly. It's hard to realize that the year is nearly half over and yet with work commitments taking precedence I haven't accomplished nearly as much Sunbeam driving and work as I'd promised myself. Oh the horrors of being a responsible adult, with bills. But there's still lots of warm weather left and I will be out and about.

Invasion is just around the corner now and I hope as many of you can make it as possible. It should be a real treat, especially dining among the aircraft for this bunch of gearheads. If you guys are like me, old machinery of almost any type is fascinating. And the ability to spend time around these rare and history making machines is not to be passed up. So make your plans to be there.

On a more serious note, if any of our members are serving overseas, particularly in Iraq or Afghanistan I hope this newsletter allows you to mentally get away for awhile and feel a bit of your normal life. Keep your heads down as much as possible so you can come home to your families and the club. The same goes for those who might be preparing to leave, we're thinking of you.

So, until next time, drive'em til the roads wear out. - Mike

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Member Profile

My Original Harrington Alpine

by Ian Spencer

Have you ever wanted something so bad that you couldn't even sleep at night? Well, that's the way I felt in the Summer of 1992 when Tom Wiencek called to tell me about a 1961 Harrington Alpine that he had found for sale in the back of a British



publication. Tom had known that I was on the lookout for a Harrington and he knew how to get me all worked up about a new car.

I guess my Harrington addiction began soon after I bought my first Sunbeam Alpine. It was a Carnival Red series II that had come from the original owner. I had started to become involved with Alpines and the local owners here in Dayton, Ohio. Having a spot in the area like Tiger Auto Service made it really hard to not get hooked by the Sunbeam bug. Every time I would stop at Tiger Auto, Doug Jennings would have some new Alpine or Tiger in for repair or service. The first Harrington I ever saw was Bill Condon's Carnival Red LeMans which Doug had taken to the local British Car Show. I still remember racing Doug in my Series II with his son Doug Jr. and daughter Jill in the back seat waving to me while we zipped down the back streets of Dayton. I don't think that Doug Jr. would fit back there now, but we still get a laugh out of the story.

My first knowledge of an original Harrington Alpine was from Chris McGovern's book, *Alpine - The Classic Sunbeam*. It was here that I realized that I had to have one of the early finned versions of this car. Being near Tiger Auto and exposed to so many cars, I really didn't realize that Harringtons were that rare. Bill Condon and Bob Webb both had their Harrington LeMans Alpines serviced at Tiger Auto and to me they were common day sightings. I really had no clue as to how rare an original Harrington Alpine was. I didn't even realize that there weren't any exported to the United States. I did, however, begin my search.

I recall one occasion where I found an ad in the paper for a Sunbeam Alpine GT. I called because in my mind I was picturing a Harrington Alpine. I spoke with the owner and described what I was looking for. The owner said yes, it has small fins in the back, and yes the roof is permanently attached to the body, yes, it says Alpine, and so on. They told me it was parked in the driveway and I could come on over. Well, I swear I drove past the house a dozen times looking for what I had in my mind as a Harrington Alpine before I saw the Alpine script on the side of the ugliest looking car I think I'd ever seen sitting in the driveway of the house I had been directed to. Needless to say, I didn't buy the car.

As time passed my search continued and I became more educated. At that time, Harrington information was very limited in the USA and most of the facts I was getting from the so called experts was wrong. Most anyone that even knew what a Harrington was only knew about the LeMans and thought I was an idiot for thinking there was any other type of Alpine coupe on the road. I did however get one lead from Curt Mienel that took me to the upper East Coast. There had been reports of a red finned Harrington up in the Connecticut area. Today, I now know that the car I was searching for was the Sebring Harrington Alpine owned by Bob Avery.

It wouldn't be until my phone call from Tom Wiencek that I would actually achieve my quest. I immediately picked up the phone and called the overseas number listed in the ad. Ring...ring... went the strange sounding ring tone on the other end of the line. "Hello", yes we still have the Harrington." went the voice on the other end of the line as I enquired about the posting. After a million questions about the car I finally agreed to send a deposit to hold the car until I received the pictures... and who was I kidding, I knew before the gentleman on the other end of the line answered that I was going to buy the car. Which I promptly did the minute the pictures arrived from across the pond.

I had done it. I had purchased a 1961 Harrington Alpine. One of around 110 cars produced and what could be one of the only known original Harrington Alpines in the United States. Well, at least it was going to be in the United States once I figured out how I was going to get it here.

If you have ever brought a car from overseas you will know what I mean when I say get your checkbook out. Especially if the car you are shipping is not running. I really learned a lot about this process over the next few months. I first had to hire a broker to handle all the paperwork involved. This was without a doubt the best money I spent through the entire process. Next I had to locate a shipping company that would transport

a non-running car. This is where it got expensive. The gentleman I purchased the car from was very kind and offered to deliver the car to port. From there, it was my car sitting in a foreign port waiting to be put on a boat. From there I began receiving phone calls, all in the middle of the night, asking for money. I paid for everything from having a tow hitch welded to the cross member to having the emergency brake repaired. It's funny how \$500.00 seemed to be the magic number for every midnight phone call.

The car finally arrived six months later. The sad looking Harrington Alpine was in sad shape and I was ready to get started. It would be five years before I would get the Wedgewood Blue Harrington back on the road again. Thanks to Doug Jennings and Steve Mitchell at Tiger Auto the car received a new coat of paint and fresh body work just in time to be a part of my wedding.

Today, the car is the flagship of my collection. In addition I currently have a Wedgewood Blue Harrington LeMans, a Forest Green Series V, a Embassy Black Series II, and a Series 2 Lotus Elan. I'm also partners with Jan Servaites and Andy McGraw with a Sunbeam Imp race car that we look forward to getting on the track soon. - END



Harrington Alpine - 101

By
Ian Spencer

Harrington Alpines are now becoming more and more recognized by Sunbeam owners in the United States. The European enthusiasts have naturally been "in the know" about Harringtons for many years, but the Americans have been... well... I guess I'll say we Americans have been a little in the dark about what they really are. With that thought in mind, I thought a good education on Harrington Alpine was in order.

Most people in America, who even know what a Harrington is, think of the Harrington LeMans, when in fact there were three other versions of the Harrington Alpine produce that were never sent it to American soil. These being the original Harrington Alpine, Series 'C' and Series 'D' which all kept the fin design of the series Alpine. The LeMans was produced as a follow up to the original Harrington Alpine after the famous 3000 RW factory works race car won the *Index of Thermal Efficiency* at LeMans in 1961. Rootes used what may have been otherwise called the Series 'B' Harrington Alpine as a way to tap on this success and market to the American public. Now called the Sunbeam LeMans, this Harrington coupe was marketed more as an export than a home market vehicle. Naturally, Americans know this as the only Harrington Alpine since this is the only one they may have ever seen advertized.

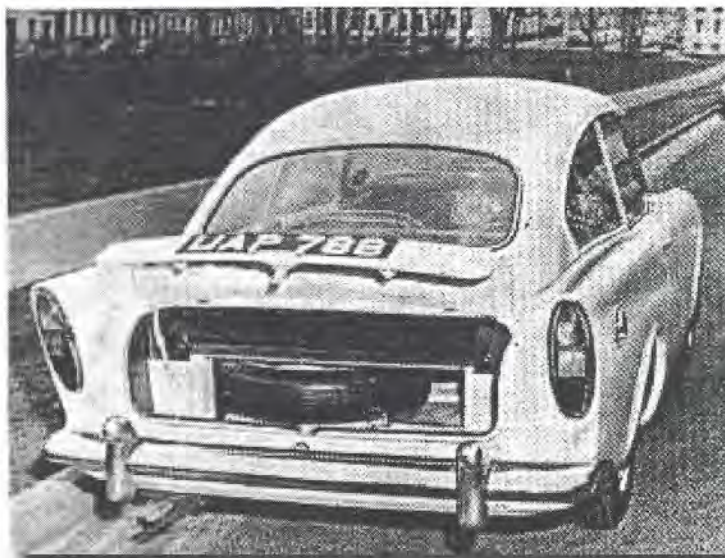


THOMAS HARRINGTON LIMITED

The first or original Harrington Alpine was designed by Ron Humphries, the same person who designed the Harrington Cavalier coach. Harrington Ltd was after all a successful coach (bus) building firm. Yes, they did do other things than bolt fiberglass roofs on sports cars! Harrington Ltd was a very large and successful production plant founded in 1867. Being one of the pioneers with fiberglass, they were able to create radical new designs that changed the way we would look at coaches and automobiles forever. Being a Rootes distributor, it only makes sense that the Harringtons would experiment on the Sunbeam Alpine.

March of 1961 was when the public first got a glimpse of the Harrington Alpine. The original version was based on the Series 2 Alpine which was being produced at that time. It's most likely that production serial numbers would begin around B9103533 and continued to be built for 8 months ending around B9108685 in November of 1961. A total number of 110 examples of the original Harrington Alpine are documented to have been produced. This makes about 14 cars per month on production.

Identifying the original Harrington Alpine is easy. They have a very small boot lid in back and are the only version not to have a hatch back rear window.



The original Harrington Alpine is the only example to have the small boot lid. Not much room for luggage.



Harrington Alpines evolved per customer order. At first they were produced in standard series 2 Alpine interior and paint with slightly modified engines. As customer orders began coming in they became a more customized with three engine stages, microcell racing seats, leather interior, and custom paint schemes. I think it's safe to assume that cars built in the first few months were all standard Alpine in appearance without much modification. That's almost half the production before cars started to be built to customer order.

October 1961 brought us the Sunbeam Harrington LeMans. The success of 3000 RW at the June 1961 24 hour race would create the name of this version in honor of Rootes victory. Still based on the series 2 Alpine the LeMans would most likely have serial numbers ranging from around B9108685 to the end of series 2 production at B9112484. A total 250 units produced makes this the most common Harrington Alpine on the road.

How do you identify a LeMans? Easy. It's the only version that does not have the tall fins! This radical design chopped the tail fins the were synonymous to the Alpine and replaced them with one of the first hatch back rear end designs to be seen in automotive history. The LeMans also has other unique features like the chrome spear running down the side of the body and the false wood dash.

Rootes took special interest in the LeMans project and marketed this car as if it were their own. They even went as far as to remove the Harrington badges from the car and promoted it as the Sunbeam LeMans soon after production began. Only an early LeMans car would have the classic Harrington steering wheel badge on the lower front wings. Because Rootes intended to mass produce the LeMans they were more standardized, especially for the American market. I think that all LeMans cars that were sent to the USA had standard LeMans interior, trim, and engine tune.

The series 'C' Harrington Alpine would find it's way on to England's streets while the LeMans was still in production. This version was still based on the series 2 chassis and was more of a combination between the original Harrington Alpine and the LeMans. By this I mean that it has the tall fins with the hatchback rear window. Your search for a series 'C' will not be an easy one. It's estimated that around 12 cars were produced with only 7 known survivors to date.

Series 'C' Harrington Alpines were first introduced at Earls Court in October of 1962. This would put serial numbers somewhere in the area of B9117831 to B9119955 with production ending in February of 1963.



The series 'C' Harrington Alpine was still based on the series II chassis. Note the rear vent located above the rear hatchback window. This feature was also on the series 'D'.

The new windshield design which followed in 1963 with the introduction of the series 3 Alpine meant that Harrington Ltd would need to create a new roof. This would create the series 'D' Harrington Alpine. The series 'D' is very much similar to the series 'C' except now on a series 3 chassis. To further complicate things a series 'D' can also be found on the series 4 chassis.

Today we have 4 known series 3 and 4 known series 4 based examples of the series 'D' known to exist. It is unknown how many were actually built, but it believe that a total of less than 12 were produced before Rootes put and end to production.

In the United States at the time of this writing there are 4 Harrington Alpines, 1 series 'D' and an unknown number of LeMans. It's been very hard for me to get a count on the LeMans because there is always a new one popping up somewhere. I alone have 4 sitting in my shop at this time, and I can place my hands on about 10 more without much effort. There is a total of about 70 surviving today. I would guess that about half of the LeMans production would end up in the United States. It's important that the facts regarding the Harrington Alpines are documented and correct. Since most of the Harrington production records were destroyed, it's very tough to place all the pieces together.

Without Prejudice.

SPECIFICATION OF SUNBEAM HARRINGTON ALPINE C-TYPE.

Chassis No. D.9117698/DD/HRG.
Registration No. 2903 PJ.

This is a standard Sunbeam Alpine converted by Messrs. Thomas Harrington Ltd. of Hove, to their C-type GT fixed-head Saloon, fitted with manufacturer's overdrive and Dunlop Road Speed Whitewall tyres.

This particular car is fitted with all the extras noted below which cost £228.11.6. The total invoice price for this particular car, new, is £1401.10.4. (one thousand four hundred and one pounds).

- ✓ Ace Silver Peak Number Plates
- ✓ Two Rootes Reverse Lights
- Two Continental Wing Mirrors
- Two Treadpads
- Two Britax two-point safety belts
- R.M.V. 620 T Push-Button Radio.
- 804/48 Aerial
- Screenwasher
- Ammeter
- Cigar Lighter (in fact, not fitted: application has been made).
- Electric Clock
- Heater and Radiator
- Arm Rests, Knee Pads
- Clayton Bewandre Brake Servo Kit
- Competition Seats
- Console panel
- Carletti Steering Wheel, Gear Knob etc.
- Veneered dash panel and cubby hole lid
- Special Radiator Grille

Above is a copy of a very rare Harrington build sheet. This identifies the serial number, registration number and special equipment as fitted to the car. Every Harrington Alpine produce would have had a copy of this build sheet. Too bad the companies copies were all destroyed.

THOMAS HARRINGTON LIMITED



HEAD OFFICE & WORKS
SACKVILLE WORKS, OLD SHOREHAM ROAD,

HOVE
BU26EX

TELEPHONES
HOVE 37888-6-7

TELEGRAMS
VEHICLE EIGHTON

COACHWORK & ENGINEERING DIVISION

TELEX 87198

OUR REF. GHR/VJH, YOUR REF.

24th September, 1963.

H.B. Avery, Esq.,
19, Gary Circle,
WESTFORD,
Mass.,
U.S.A.

Dear Sir,

We thank you for your letter, and we are very interested to know that you now own the Harrington Alpine which we originally supplied through Rootes Motors Incorporated to Mr. Theodoli. We made about 110 of this particular model, but the actual car which you mention is very well known to us because Mr. Theodoli took the trouble to come to our Works here in Hove to collect it.

We are attaching some literature and returning your photographs, and would mention that when Mr. Theodoli's car originally left here it was tuned to Stage III, but we believe that he subsequently had this car fitted with Weber carburettors. We have spare gaskets and rubbers in stock and, if you require these, the best procedure would be for you to order the parts through Rootes Motors Incorporated, 42-32, 21st Street, Long Island City 1, New York.

We are enclosing a photograph of the Sunbeam Harrington Le Mans, which has now gone out of production but a substantial number of these were exported to the United States. We are also enclosing one interior photograph, and the third photograph is of the latest model Harrington Alpine, Series 'D', which is now the only model in production. This comprises a design in many ways similar to your car, but we have incorporated a roof ventilator and opening back window, and this coachwork applies to the Series III Alpine which has the gas tanks in the wings; consequently, there is even more luggage accommodation available. The Series 'C' was substantially the same as this but, of course, the tanks were not in the wings in that case.

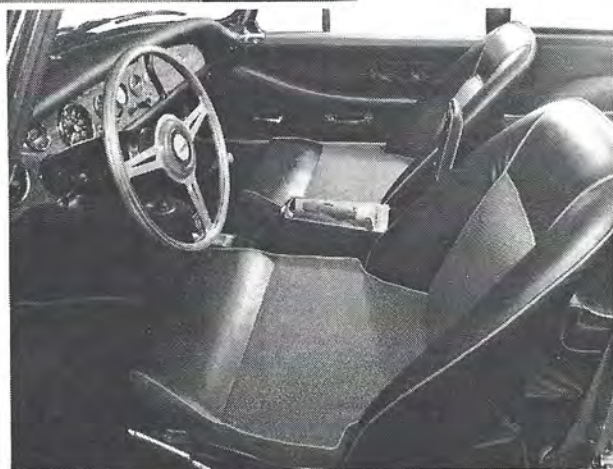
We thank you for your interest, and please let us know if we can be of any further assistance.

Yours faithfully
J.H. Harrington
J.H. Harrington

Enclosures.

Today we must rely on paper documentation to set the facts from the fiction. Along with copies of build sheets we have been fortunate enough to find copies of letters like the one provided to us by Bob Avery. Bob purchased the Theodoli Sebring Harrington race car shortly after the race in 1963. This priceless letter below was his response from Harrington Ltd after a request for parts.

The NEW Sunbeam Harrington LeMans





THE 1.6 LITRE SUNBEAM

*Harrington
Alpine*

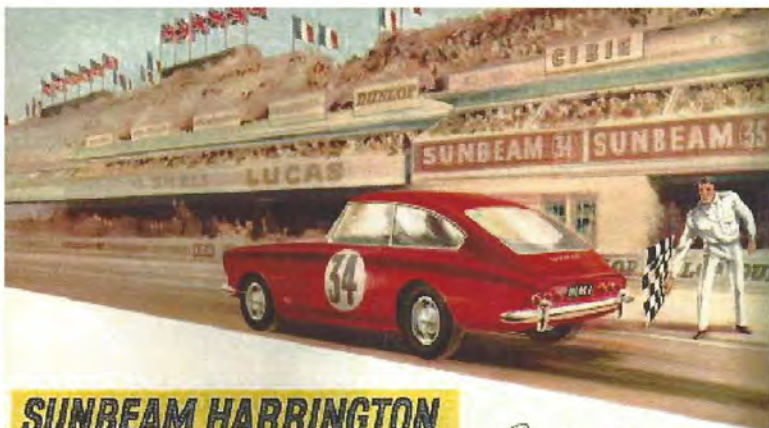
With the Compliments of
HARRINGTON MOTORS

(Proprietors: THOMAS HARRINGTON LIMITED)

66/8 CHURCH ROAD,
HOVE
Phone 32041

Head Office & Works :
SACKVILLE WORKS,
OLD SHOREHAM ROAD,
HOVE, SUSSEX
Phone 37555-6-7

193 PRESTON ROAD,
BRIGHTON
Phone Brighton 52330



SUNBEAM HARRINGTON

Le Mans

SUNBEAM *Harrington Alpine* SERIES 'D'



SPECIFICATION

The Series 'D' conversion is carried out to the standard Alpine car, but this conversion can also be carried out on the G.T. car should it be required.

This new model has a streamlined rear end and it is fitted with an opening back window for easy access to the rear luggage compartment.

Improved air flow styling with draughtless ventilation by means of rearward opening windows is achieved, and ventilation is also improved by means of a specially designed roof extractor vent.

The spacious interior affords excellent all-round visibility. The spare wheel is moved from its upright position and is stowed in a horizontal position in the luggage compartment, which has a hinged flap for access.

OPTIONAL EXTRAS

The following extras are available on the Harrington Alpine Conversion Series 'D'

Console Panel to match existing trim; also carried out in real leather.

Seats, lining panels and rear quarters trimmed in leather.

Carpets to front compartment.

Knee-pads to match existing trim; also carried out in real leather.

Armrest to match existing trim; also in real leather.

Wooden knob for gear lever, special radiator grille and exterior paint finish in special colours also available.

*Thomas
Harrington*
LIMITED

SACKVILLE WORKS, OLD SHOREHAM ROAD, HOVE, SUSSEX, ENGLAND
Phone : Hove 37555/6/7 Grams : Vehicles Brighton

With the Compliments of
HARRINGTON MOTORS

(Proprietors : THOMAS HARRINGTON LIMITED)

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66/8 CHURCH ROAD,
HOVE

Phone 32041

SACKVILLE WORKS,
OLD SHOREHAM ROAD,
HOVE, SUSSEX

Phone 37555-6-7

193 PRESTON ROAD,
BRIGHTON

Phone Brighton 52530

SUNBEAM HARRINGTON ALPINE

PRICE LIST

		<i>£.</i>	<i>s.</i>	<i>d.</i>
Standard Sunbeam Alpine (ex factory)		695.	0.	0.
Purchase Tax		290.	14.	2.
Harrington Alpine Coachwork		240.	0.	0.
Stage I Engine Tuning		25.	0.	0.
" II " "		75.	0.	0.
" III " "		215.	0.	0.
Occasional Rear Seats	Each	6.	10.	0.
	Per pair	13.	0.	0.
Competition Front Seats	Per pair	30.	0.	0.

Other extras as per Sunbeam Alpine List of Extras and Accessories.

To be ordered with car from manufacturers if required:-

Wire Wheels	38.	5.	0.
Overdrive	60.	4.	2.



SUNBEAM SPECIALTIES, INC.

ALPINE-TIGER PARTS SPECIALISTS



765-A McGlincey Lane - BLDG A • Campell, CA 95008

Phone 408.371.1642 • Fax 408.371.8070

E-mail: sunsp19@pacbell.net

INVASION IV - Dayton, Ohio

Weekend Schedule

Thursday, 29 July '04

- Parts room open at 12:00 noon
- Registration table to sell dinner tickets/memberships/hats & shirts
- Dinner run to *Quaker Steak & Lube* restaurant
- Parts Room closes at 11:00

Friday, 30 July '04

- Parts room opens at 9:00
- Visit Bill Merquer's garage in Beavercreek
- 12:00 lunch and round up for Rally
- 1:00 Fun Rally at Young's Dairy - 1st car out
- Dinner 5:00 at Young's Dairy
- Batting cages at Young's Dairy
- Putt-putt golf at Young's Dairy
- Socialize at Holiday Inn
- Parts Room Closes 11:00

Saturday, 31 July '04

- Parts Room Opens 8:00
- Car show at AFM 12:00/3:30
- AF Museum Dinner 5:00 (Includes evening at museum)
- Parts Room re-opens after dinner if time allows

Sunday, 1 Aug '04

- Parts room open 8:00
- Parts room closes at 12:00
- Autocross

Dinner tickets will be available at the event for the Saturday night banquet at the Air Force Museum. Cost per person will be \$45.00 which includes AF museum rental, banquet dinner, parts room, and trophies.

INVASION IV - Dayton, Ohio

Holiday Inn Fairborn

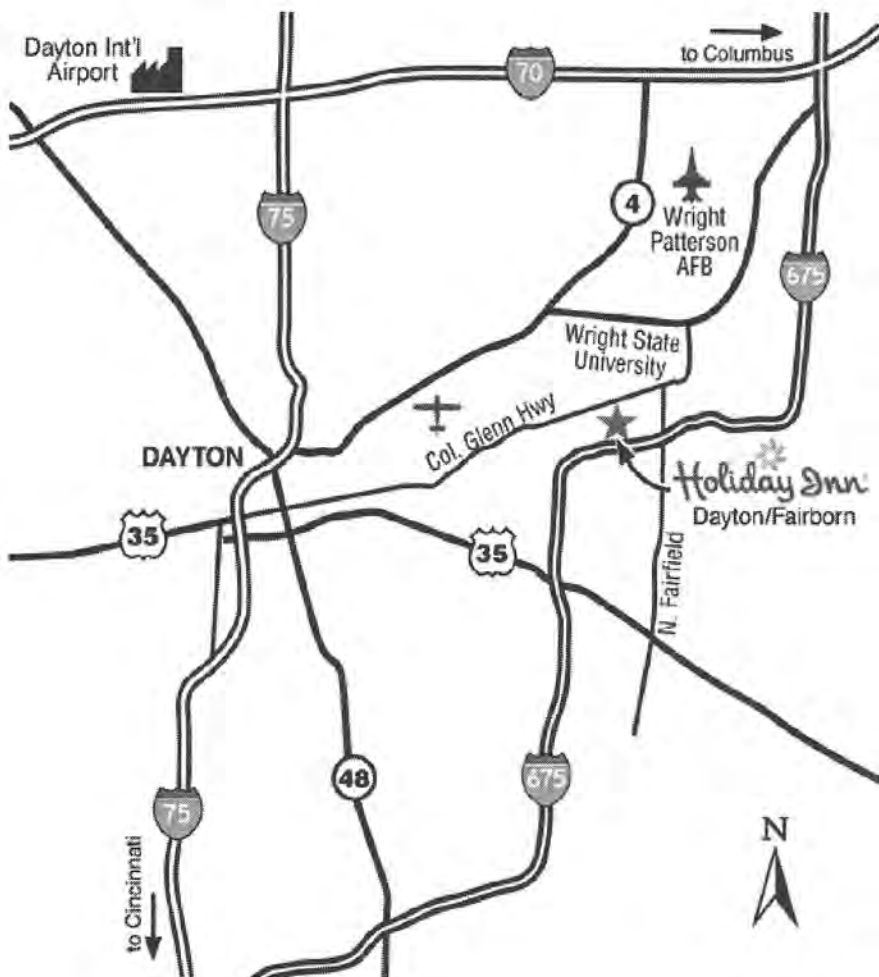
2800 Presidential Drive

Fairborn, OH 45324

Phone (937) 426-7800

Fax (937) 426-1284

Please call early to reserve your rooms. Rates are 97.00 per night.



ROOTES

MOTORS (INCORPORATED)

CONCESSIONAIRES FOR THE ROOTES GROUP - LONDON, ENGLAND

HUMBER · HILLMAN · SUNBEAM · SINGER CARS · COMMERCIAL VEHICLES

42-32 21ST STREET · LONG ISLAND CITY 1, NEW YORK

January 29, 1962

DEAR ROOTES DEALER:

The most important date in 1962 for you is February 6th.

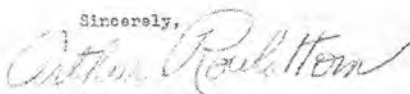
At the Sheraton Plaza Hotel, Coploy Square, Boston, Massachusetts, in the Oval Room, commencing at 2:30 P.M., promptly, we will introduce to our Northeastern Dealers an entirely new automobile, which we feel will enable you to get back into volume sales this year--- The Hillman Super Minx- an entirely new Hillman 4-Door Sedan, new from bumper to bumper, inside and out.

We will also reveal our plans for the Sunbeam Harrington Le Mans- an exciting new Gran Turismo, producing 104 BHP- with speeds up to 110 miles per hour.

Our Dealer Meeting will enable you in addition to seeing the new cars, provide the opportunity to attend a Dealer Seminar, when we shall advise you of our new sales, service and parts policies, and highlight our advertising campaign for the first six months of the year.

In view of the importance of this meeting to you, our Dealer, we urge you to make every effort to attend. Please fill out the enclosed form and return it to me.

Sincerely,



ARTHUR ROWBOTTOM
EASTERN SALES MANAGER



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Racing Alpine History

Steve Silverstein - SAOCA Racing Alpine Historian



Famous Harringtons in Sunbeam Racing History

Three Harrington Alpines stick out in my mind today that made a mark in racing history. 3000 RW, the Harrington Alpine that took the Thermal Efficiency Award at the 1961 LeMans race. The Theodoli Harrington Alpine that race at Sebring in 1961, 1962 and 1963. MEL 63, the

Benard Unett/Al Fraser Harrington LeMans which was written off after a crash at the Goodwood race course in England.

Two of the three are still surviving today. Where is MEL 63? Most likely it's long gone along with it's history and ultra rare Harrington side chrome! It's too bad that someone didn't think into the future and try to save what was left after the accident. But, you never know what will still turn up when you least expect it.

The most famous of the three cars we have mentioned here is 3000 RW. This cars unique body design makes it the number one Alpine to own on just about anyone's wish list. Today, this car is owned by Clive Harrington who is son of Thomas Harrington. Clive still races the car today and has given it a complete restoration back to it's original racing condition after finding it sitting in a barn. Shortly after the '61 LeMans victory, 3000 RW was advertized in the back of Road & Track magazine by it's former driver Peter Harper for the hefty sum of 3800.00.

For the next 12 years, 3000 RW would have to learn to survive on the street and not the track. After changing hands to a new owner, 3000 RW managed to meet the back end of a milk truck destroying the



special front end body work that made this car so unique. After being repaired with a standard Alpine front end, the car would soon remain off the road until purchased by Clive Harrington in 1974. In September of 1999, 3000 RW was reunited with the track in Angouleme, France for a race and exhibition only for former LeMans cars. Clive Harrington proudly drove 3000RW to a second place win.

At the 1961 LeMans race, 3000RW lapped the circuit 261 times for a total distance of 2182 miles or 3491 km. The fastest lap took 5 minutes 16.5 seconds with an average speed of 95.5 m.p.h. The little green Harrington was timed down the Mulsanne Straight at over 115 m.p.h. and the total average speed was 90.92 m.p.h. or 145.47 km/h. This would be the only race for 3000 RW until the car would find itself back into the hands of the Harrington family.

Bob Avery wasn't expecting to buy a new car when he drove past D&H Classics in New Hampshire one fine day shortly after the 1963 Sebring Race. Bob wasn't expecting to purchase a very important piece of Sunbeam Alpine racing history either. Bob once explained to me that he knew the moment he saw the car, he had to have it. The car I'm referring to is the Theodoli NART team Harrington Alpine that campaigned at Sebring in 1961, 1962 and 1963.

Fillipo Theodoli, an executive for a New York advertising agency. Fillipo was very well connected to many in the racing community and one of them was John Panks, the Director for Rootes, Inc. the US distributor for Sunbeam. I've learned that back in the day, John and Fillipo would have lunch together in New York. I don't know who was the better salesman but during one of those lunches



Panks convinced Theodoli to race an Alpine in the 1961 Sebring race. It wouldn't be any Alpine it would be a Harrington - the new fastback coupe that would be introduced to the market later in the year.

1961 would be somewhat of a disappointment for Sunbeam being that the MGA's did go on to win the class. As for the Harrington, Freddie and Fillipo would complete a 153 laps and finish 30th overall and 6th in the GT-10 class (this is a different class than the factory roadsters would run). Three Arnolt-Bristols filled the first three positions followed by a Morgan and a TR-3.

Freddie Barrette and Fillipo Theodoli would return with the Harrington again in 1962. The Harrington covered 151 laps and was 10th in the GT9 class.

1963 would be the final year for the Harrington and Sunbeam's at Sebring. Not only was Theodoli at Sebring but in addition Sports Car Graphics sent Davey Jordan and Jerry Titus in their electric blue Alpine. Also, there was a new preparation shop involved - D&H of Bow, New Hampshire. This small Rootes dealership, owned by Stan Halinan and Tom Frye were known for its speed modifications. Theodoli entrusted them to prepare the car, which would now be co-driven with Bill Kneeland instead of Fred Barrette. The race was very eventful for the team due to a slip-up by a race steward when he not only broke the seal to the tank during the first fill-up but also pulled out the filler neck on the tank! Eventually, the car was black flagged for spilling fuel on the track and only through Theodoli's official status and the fact that the race steward created the problem was the car to continue to run where it eventually finished 4th overall in GT9.

After the 1963 Sebring race the Harrington went back to D&H Classics in New Hampshire where it was converted from race car to street car and sold to Bob Avery. Bob and his family used the car as regular transportation before being parked prior to restoration.

Today, this special Harrington Alpine is nearly complete after a loving restoration carried out by Bob Avery. Some of you may have seen this car proudly wearing the number 55 at Invasion II where it was featured in special honor.

As for MEL 63, we still don't know much. It's possible that it could have been one of the very early Harrington LeMans built. We know this car had ties to Benard Unett and Al Fraser. It's been documented along with at least one other Harrington at the 1962 R.A.C. Rally, as well as the famous Goodwood Racing Course in England where it appears to have suffered a fatal crash. The car was also featured in an article in a Swedish magazine called "The World of the Technique". I have reprinted this article on the following pages. Note the chromed Husky head light rings.

*"The World of the Technique" printed 6th September 1962.
Original article written by
Gunnar Friberg
Translated and sent in by
Jan Iggbon*

LE MANS STANDS SPONSOR TO ROOTES-CAR



Sunbeam Le Mans GT is a real GT-car with good performance together with true English tradition. Inside trim is partly in wood.

By any reason have the English car manufactures always used the gigantic 24- hour race at Le Mans as a suitable commencement test for there prototypes for future car models. BMC matched the new MGA here, Standard is a

steady guest with new Triumph models and so is Sunbeam. For instance was Sunbeam Harrington Le Mans introduced last year, a tuned up version of Sunbeam Alpine, which body partly had been sawn off and then replaced by an elegant plastic roof which transformed the car to a real Gran Turismo. The car managed the 24 hours race with an average speed of 157 Km/h and won the Thermal Efficiency Award. The car was rebuilt by Thomas Harrington Ltd, and equipped with a 104 hp SAE Hartwell-prepared Alpine engine.

This year the factory took part with something which was called Sunbeam Le Mans GT, with the same kind of engine but with a more beautiful body. So far, there have only been some prototypes made by Thomas Harrington, but according to consolidated sources, Sunbeam will take over the manufacturing complete, there for the change of name. The engine with 1592cc performed as good and fast as last year and that means that the sports car enthusiasts will have a mass production in near future. Performance and price (165 km/h and about 17000:- Sw. cronas, \$2000) will take the car to compete with MG, Triumph, Porsche, Alfa Romeo and other popular sports cars – its only to say "welcome" to mass production.

The final demise of MEL 63? Below we see some pictures copied from Chris McGovern's book "Alpine - The Classic Sunbeam" MEL 63 appears to have had a very hard life. Badly beaten during the 1962 R.A.C. Rally prior to what I believe to be it's final demise at Goodwood. - END



One of the works Le Mans cars and two Harringtons were entered in the 1962 R.A.C. Rally. Both Harringtons retired with a split petrol tank, the one shown in the photo being driven by Grant and Pilsworth.



Alan Fraser was another regular Alpine racer. This photo shows one of his Harrington Le Mans cars, written off after a crash at St. Mary's corner on the Goodwood racing circuit. (Bernard Unett)

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Member Profile

A Grand Harrington LeMans Saga

By
Jerry Logan

The ad read, "British sports car meet at Mission Valley Park. Welcome all makes." Intriguing, since I have a British sports car. I restored an original 1964 Sunbeam four years ago and never took it out to show off the best paint job I had done in thirty years. A moment of thought about the wonderful weather we were having in August. And I took a small risk to ask my wife, "Hey you want to go for a ride tomorrow morning?" She loves to go out for a ride and this lucky moment was no exception. After a bit of battery charging, some valve adjustment, and fluid checks we were ready for the adventure to our first British sports car meet.

The car was running pretty well for being garaged over a year. I shouldn't have been so neglectful, but my work has taken a serious toll on my sports car hobby. Oh well, we were cruising through the countryside on



our way to the gathering. Laughing with joy at the sound and feel of our red beauty, we slipped through the curves and over the hill to the valley below. A right onto Mission, a few blocks and we were at the park. I could see some of the typical marquees: Triumph, Jaguar, Mini, MG and Austin Healy underneath the trees, lined up displaying sparkling chrome and paint. It was a wonderful sight. We pulled into the parking lot. I felt timid about entering the same display arena as all those magnificent cars, so we cruised slowly through the area as I thought about the next move. All of a sudden an anxious gentleman came up to the passenger window and shouted, "Where are the SUNBEAMS!"

I understood. I hadn't seen a single Sunbeam in the park. "Hi, my name is Rich and you're the only Sunbeam I've seen here." "There aren't to many in our area", I replied. "That's too bad. I wanted to give out this flyer." (My wife graciously took the flyer not knowing what it was or why she would want this solicitation.) As she gripped the flyer I noticed the outline of a Harrington LeMans. There are moments when one wonders if they can begin breathing again. This was one of those moments. Rich went on to say, "If you know anyone who might be interested in buying this car I'm ready to sell it." (Did I do something really good lately to deserve this gift?) A voice in my head interrupted, "This is a Sunbeam Harrington LeMans. He wants to sell. Don't analyze, intellectualize or formulize just listen to what the man has to say." After a short discussion, I had to proceed forward so as not to block traffic any more. Don't they understand what is happening here? (Honk – honk)

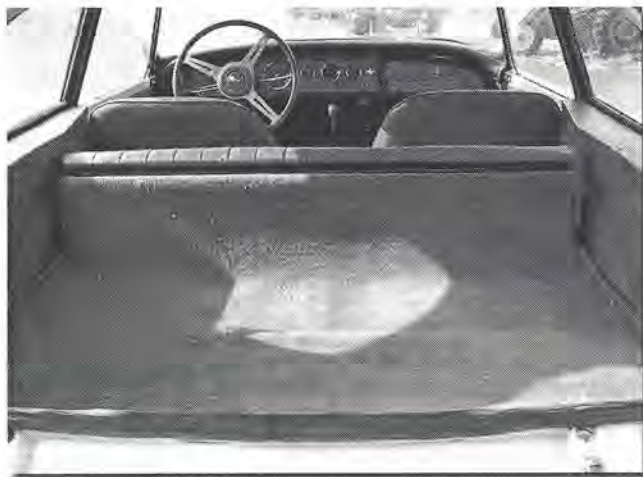
Still light headed over this gift from the car gods, I eased into a parking spot. As we looked through the fence at all the other British sports cars my thoughts turned to questions about the flyer and the Harrington LeMans. I extracted myself from my comfortable Sunbeam GT; I looked around to find Rich had disappeared. Darn! We should have talked more. There should have been more than a flyer to appease this now whetted appetite.

Not even the walk past the many awe-inspiring restored cars at this meet could stop my hunger. I needed to get home to research my small library and the Internet. (This was when I found the fabulous SOACA website.) I needed to learn more about this Harrington LeMans. Hi, Rich? Jerry, the fellow at the Sport Car meet with the '64 Sunbeam GT. I see you have had the Harrington LeMans for 37 years. Does it really only have 57,000 miles? Has it been wrecked? Where did you get it? Does it run? Is the car here in town? May I come and see it? "Jerry, Jerry", Rich said. "Slow down partner let me take one question at a time." "Sorry Rich I guess I'm excited."

"Yes, I purchased the LeMans in 1966 from a doctor that raced it at tracks around the Portland, Oregon area. I drove it for 23,000 miles and blew the number one rod right through the original Hartwell tuned engine block and pan. Replacing the engine with a 1725cc I found that it was a bit smoother running than the 1592cc engine. Probably because of the five main bearing crank. The overdrive unit began to give me problems after 6000 miles and I parked it. Even though I could still drive forward I was always scared to drive it after a near accident with a 65 Buick at an intersection. The good news is it hasn't ever been wrecked. In fact, I dare say this is probably the best original Harrington LeMans you will find for restoration. The car is north of Seattle. If you want to see it I should be back over there at the end of next week."

"Excellent Rich, I will be there on Saturday." I hooked up the trailer Friday, and off I went to the West Coast. My thoughts about the Harrington LeMans swirled around the devastating possibility the car would turn out to be a rusted out hulk. This has happened to me before, but a letdown on this pursuit would be tough to endure. Saturday morning came with a renewed belief that the car would be true to Rich's description. I followed the directions exactly. I couldn't believe I was actually going to see and maybe purchase a Harrington LeMans.

As I approached the address, my scanning eye saw the little beauty sitting in the sunlight with its distinctive rear end and flowing fiberglass rooflines. My zeal for restoring cars was elevated immediately as I saw the straight lines down both sides of the moonstone colored body and the red vinyl



interior still in supple condition with no tears or cracks. The dash and all instruments were exactly as they left the factory. I was amazed at the workmanship and the design put into this Sunbeam Alpine transformation to a Harrington LeMans.



"Do you still have the original engine?"

"Yes, and a few other parts. Over here is another overdrive for parts. These are all the papers on the car I kept and collected over the years.

Always wanted to restore this little baby, but, arthritis has set in and I don't think I'm up to the task anymore."

"What is the least you will take for it Rich?"

"What I told you already."

"You won't take anything less."

"Nope, I will just push her back into the garage for anything less."

"Hmmm, well I will take it if you can bring over the engine and other items you have."

"Very well, Jerry, its yours."

My heart stopped again. An immediate cardiac arrest. I had purchased an exquisite original Harrington LeMans ready for a complete restoration. The remedy for my heart condition was to have a few pictures taken and begin loading procedures. Rich did deliver the engine and other parts and he has told me more history about this car. I found that the original engine block was caste on June 7, 1961 three days before the 24 hours of LeMans race and four days before Sunbeam won the Index of Thermal Efficiency Cup.

Rich stopped by recently and saw the progress on the car. He was particularly impressed by the steering wheel. Thanks to Ian and Jan a stainless steel plate was laser cut to match the original aluminum rim. An engine tuning (jeweling) technique, precisely as Jan described, was used on the stainless, excellent bonding of wood to metal using Gorilla glue and presto a functional piece of artwork is given new life. Invasion IV will most likely be the debut of this rare Sunbeam. However, given a glitch sets back the restoration I have the '64 GT or maybe the '65 Tiger for backup. No matter, I'm looking forward to meeting everyone at the gathering. That reminds me I better get my registration in to Jan. - END

Member Profile

Sunbeam Harrington Shopping in England

By Buell Ish

My first car was a red Series IV Alpine, bought in 1976. I still own it, but it has become what my wife refers to as a "garage ornament". My interest in Sunbeams lay dormant as family and career had displaced toys in my life.

From Chris McGovern's book, I had learned of Harringtons, so my recreational web searches on "Sunbeam" often included the word "Harrington". I had considered such a car impossibly rare, but via the magic of the internet, I would find things to read.

And then in August of 2002, a search turned up a Harrington for sale (on the Sunbeam Alpine Owners Club web site: www.saoc.demon.co.uk). It was the sort of Harrington I could get very interested in, but it was in England. I cursed my poor luck, and went back to my normal life. Why couldn't it have been close enough to consider buying, or at least test drive? But I couldn't forget the car. All labor day weekend I did this and that, but in the back of my mind I was constantly thinking about the blue Harrington with fins. Via the Internet, I got a shipping quote of \$900, England to Los Angeles. I was starting to think, "Other people buy and ship cars, why not me?" Finally a fundamental truth hit me: "When you find your dream girl, you marry her. When you find your dream car, you buy it." (And I did find and marry my dream girl.)

Within about a day I had spoken to the car's owner, Roy Winters of Birmingham England. As I liked everything he said, I mailed him a deposit to hold the car. Even though the car had been listed as for sale for two months, I was sure it might sell the next day if I did nothing. I began learning all I could about Harringtons. The truth be told, I was someone who had never even seen a Harrington in person. Ian treated me better than I am used to being treated by my best friends. He supplied valuable information and put me in touch with a number of significant contacts in the U.S. and England. Instantly, thanks to Ian, I found myself with a network of knowledgeable Harrington contacts.

At this point, I put together a trip to England to see and hopefully buy Mr. Roy Winters' Harrington "D" type. I decided that I would regret buying sight-unseen. Possibly I'd get a car that was not as represented, or

maybe I'd just feel like I missed out on having the experience of seeing, driving and buying the car in person. Fares and my work schedule pushed the trip into October.

And then a funny thing happened. Through my newly acquired Harrington network, I started to learn of other cars – all Harringtons – that were either for sale or could be seen. Silly me, I had been under the impression that these cars were rare. Before I knew it I was squeezing additional visits into a fixed amount of time on the ground in England. I decided that since Roy's car was the one I had a deposit on, it should be the last car I see. In that way, I would know if I needed to talk with him about completing the purchase or getting my deposit back. In retrospect, this was a smart way to organize the trip.

And so the Harrington Odyssey began on Friday morning, October 4th bound for Southport in a rental Ford Mondeo. That Ford was destined to get a good scratch while being steered from the right seat by an American trying to figure out driving on the left side of the road, shifting with the left hand, and roundabouts all at once. Unfortunately, that same person (me) had been so confident in his abilities to do all these new things that he had not selected the Collision Damage Waiver option on the rental car (ouch). Well, better a Ford than a Sunbeam.

In Southport we met Alan Millington, a partner in Sunbeam Sports Cars. They operate a small garage that was packed with Sunbeams. There must have been about ten Alpines & Tigers there, and considerable piles of parts: doors, transmissions, everything. Among all this was Rick Kellett's Harrington "D" type. This is the car seen in the two photos on page 87 of Chris McGovern's book (owned then by Mark Woodfine). It looked mighty nice with the sun shining in on it where it was parked just inside the garage. After Alan shuffled about 6 cars to get it out, he and I went for a drive. This car has a Hartwell tuned engine. The Hartwell work was done several years after the car was delivered, per the receipts/letters





with the car. The car was a beautiful medium blue and had "Sunbeam" mud-flaps. I think I like "Sunbeam" mud-flaps.

Next we followed Allan out into the country to see his Harrington "A" type. This beautiful Seacrest Green car is on the cover of the November 2000 issue of 'CLASSICS' magazine. In this issue the car is compared to a Dove, another rare car made by Harrington based on the Triumph TR4. While Allan loves the car, a real estate purchase has him willing to sell it at the moment. I appreciated the chance to see the car and compare it to the "D" type just seen.

Next we drove a couple of hours to Lymm to meet Jeff Howarth, the owner of Sunbeam Sports Cars, at his home. Jeff has had Sunbeams since he was 14 and owns a beautiful Harrington "C" type that looked silver to my eye under the street lights. In actuality it is light blue. The "C" type, like the "A" type is based on a Series II car and retains the Alpine fins. The "LeMans" (infrequently referred to as the "B" type), fell between the "A" and the "C" and was the first Harrington hatchback and also featured a fin-free design. The "C" is a rare Harrington, as less than 12 were made. I have not heard of one being in North America.

Saturday morning (October 5, 2002) we got up and drove. We were going to visit Clive Harrington, and our window of opportunity for the visit was small. This visit is one that I shoehorned into the trip after most of my arrangements were firm. We arrived at the Yew Tree Farmhouse which Clive and his wife Lisa own south of Aylesbury at lunch time. As we pulled into the driveway Clive walked up in a blue shop coat. He had been working on his daily driver, a late model Volvo. We were invited in and introduced to Clive's wife Lisa. For the first hour of our visit, we sat in the

living room and talked over a glass of white wine. I don't know if it is the English or people who love Harringtons, but the hospitality we experienced on our trip was far above expectations. And nowhere was the hospitality more warm or genuine than at the Harrington's. Their home, the Yew Tree Farmhouse, named centuries ago for a tree in the front yard, is a beautiful old place. The back is 15th century, and the front portion is a century or two newer. The Harrington's are really doing their small part of preserving the world's history by being the stewards of this old house. The time and expense involved are considerable. We had a lot of fun looking at how crooked and thick the walls were, etc. In many ways it is not much different from caring for and preserving old cars, and the Harringtons do that as well.

During this hour in the living room, Clive brought out album after album full of Harrington photos and memorabilia. My only regret is that I was so overloaded mentally with all that I heard and saw, that I can't recall very many items in particular. I saw photos of his uncle and father showing Harrington Alpines to royalty. I saw many photos of 3000RW, the car that won the Index of Thermal Efficiency in the 1961 LeMans. The car that put Harrington on the map. I heard about how he found and purchased the car many years later. I heard about how he restored it and how it was even "passed" by his father, who unfortunately passed away shortly thereafter so that he never saw Clive race it. I saw many race photos, some vintage, some new. One in particular showed Clive driving 3000RW and leading a pack of other Sunbeams, a Lister Tiger among them, around a track, Goodwood I think. There were also photos of him driving at LeMans. I learned much about the history of the Thomas Harrington Ltd. firm: the happy history, and some of the sad history.

Next we went out to the garage. The two Harringtons are kept company by a 1914 Rover and a 1939 Alvis. I looked them over briefly, but it was 3000RW that I was most interested in. Clive would have taken me out for a drive, but unfortunately his Ministry of Transportation certification was not current. It was to be updated soon, as he was preparing for an October 19th race (a one hour historic enduro, 2 drivers). 3000RW looks like a race car (i.e. no carpets, etc.), and a shiny one at that. Things that caught my eye were the small light on the outside of the door. It shines back on the door to light the car's number during the night for the officials at LeMans. Also, I noted the two handles that are in the vent in front of the windshield wipers. They are part of a fire extinguishing system and are a modern requirement. An emergency worker would operate them if need be. We also went over the engine. It was prepared by the works competition department and bears their stamp (EXP 421), EXP for

experimental. (The head is EXP 1, but he has a different head on the car right now.) We also had a chance to look over Lisa's LeMans which they imported back into the U.K. from the US. The Harrington LeMans is very rare in England, as most were exported to North America. In the U.S., the opposite is true. Here it is the finned Harringtons that are the rarest of the rare.

Sunday we got up and went to see Roy Winters in Marsten Green. His car was the "D" type that I had a deposit on. I had intentionally left this car for last, as I expected to be buying it. I wanted to see the others first, so that I would know for sure if it was "The One". Again our visit began with getting to know each other in the living room. Roy told me a lot about the local car industry. Including how Peugeot is making the 205 in the old Sunbeam factory in Coventry, about a half hour from where we were. Next, we went out to the detached garage that was reached by crossing the back yard. Behind the garage was a gravel alley and on the other side of it two parallel fences and a steep slope that lead up to one of the runways of the Birmingham Airport. When Roy said he lived near the airport, he was not kidding. There was the car under a large cloth. As the garage was a small 2 car garage, the "D" type was parked with less than an inch of room on the left (mirror folded in) and behind. Sharing the garage with it were a red Series II Alpine and a 1961 BMW Motorcycle. Roy backed the Harrington out so we could get a good look. It sparkled! It started easily even though Roy said it had been a few months since he'd started it. I knew very quickly that I would have to buy the car. In most respects it



was nicer than I was expecting. Partly this was due to how Roy has a matter-of-fact way of stating things. He had told me which parts he had replaced and which had been rebuilt, but he does so without any embellishment. Roy's understated manner left me unprepared for how nice the car was. The wood dash was gorgeous, and the midnight blue paint suited the car. I fell in love with the seat belts in particular, oddly enough. They are 3 point belts made by the Irving Air Chute Company of Great Britain. Roy told me how he found them at an Auto Jumble and just had to have them. They have two aluminum buckle halves that fit together in a puzzle fashion. There is a neat emblem on the big buckle half.

Roy and I went for a test drive. The car drove nicely, and everything worked. My Sunbeam had never been that way. I never got it so that the horn, wipers, turn signals, and window washer all worked at the same time. Even the old radio worked. And when you opened the door the dome light came on! I had never before seen a dome light in a Sunbeam. The carpet was beautiful, and the seats were nice (and original per Roy). As we drove Roy told me he thought the stainless exhaust was a bit "raspy". I didn't know how to reply, as I couldn't tell if he meant it in a favorable sense or not. I was probably most impressed by how smooth the engine was and how tight the car took a bump. There were no rattles. I asked Roy about this and he described all the chassis components that had been replaced or reworked. He thought it was a crackin' nice day to take the car out, and indeed it was. We drove around for about 45 minutes, but I only drove a short distance as my insurance would not cover me there. I also had a chance to see the 8 trophies the car had won. Roy decided to keep those. They included: Best Interior 1999, Best Engine Bay 1999, Mike Lake Memorial Trophy (Overall Winner) 1999, Best Harrington 2001, and Best Interior 2001. These are all awards from the Sunbeam Alpine Owners Club National held each summer in the U.K. I didn't get to see the biggy, the Mike Lake trophy, as it is reused such that each winner only has it for one year. The next evening Roy and his wife Jo took my mother and I out to dinner. We sure met the nicest people on our trip to Harrington Mecca.

And so I fell in love with the car and had to buy it. Now it resides out here in Carnation Washington. As far as I know this is the only "D" in North America. According to Ian Spencer (President of the SAOCA), less than six were made on the series IV platform. There were also under six "D" types made on the series III platform. Of the series IV "D" types, I understand that the whereabouts of three are known: the two I saw on my trip and one other that has been described as being "in bits". Possibly it will one day be restored. - END

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